

ORDINANCE NO. 787**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON,
AMENDING THE CITY OF SHORELINE COMMUTE TRIP
REDUCTION PLAN, AS SET FORTH IN SECTION 14.10.020 OF THE
SHORELINE MUNICIPAL CODE**

WHEREAS, RCW 70.94.527 requires the City of Shoreline to adopt a commute trip reduction plan; and

WHEREAS, with the adoption of Ordinance 516, the City adopted a commute trip reduction plan and Shoreline Municipal Code (SMC) Chapter 14.10 Commute Trip Reduction Plan which, at SMC 14.10.020, incorporates by reference the City of Shoreline's Commute Trip Reduction Plan (CTR Plan), dated August 25, 2008, which was approved by the Washington State Commute Trip Reduction Board, to satisfy RCW 70.94.527's mandate for the 2007-2011 planning period; and

WHEREAS, with the adoption of Ordinance 526 and Ordinance 658, the CTR Plan planning period was subsequently extended for the 2011-2015 planning period and additional language was added to specific sections of the CTR Plan; and

WHEREAS, on June 26, 2015 the Washington State Commute Trip Reduction Board approved an update to the CTR Plan, extending it for the 2015-2019 planning period and providing for additional language; and

WHEREAS, the CTR Plan currently incorporated by reference within SMC 14.10.020 provides for a planning period ending 2015; and

WHEREAS, an amendment is needed to incorporate the amendments as set forth in the 2015-2019 CTR plan as approved by the Washington State Commute Trip Reduction Board;

**NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE,
WASHINGTON, DO ORDAIN AS FOLLOWS:**

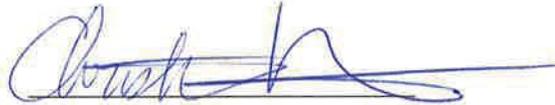
Section 1. Amendment to SMC 14.10.020. SMC 14.10.020 City of Shoreline CTR Plan, dated August 25, 2008, as amended by Ordinance No. 526 and Ordinance No. 658, is amended as set forth in Exhibit A to this Ordinance and is to cover the 2015-2019 planning period.

Section 2. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this ordinance, including the corrections of scrivener or clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.

Section 3. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any person or situation.

Section 4. Publication and Effective Date. A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect five days after publication.

PASSED BY THE CITY COUNCIL ON SEPTEMBER 11, 2017

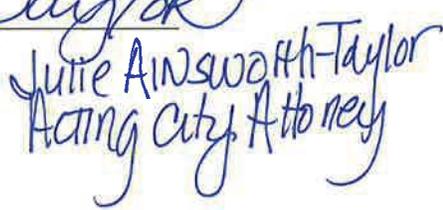

Mayor Christopher Roberts

ATTEST:


Jessica Simulcik-Smith
City Clerk

APPROVED AS TO FORM:


Margaret King
City Attorney


Julie Answorth-Taylor
Acting City Attorney

Date of Publication: September 14, 2017
Effective Date: September 19, 2017

Exhibit A

Commute Trip Reduction Implementation Plan Update: 2015–2019

Jurisdiction: Shoreline

Goals, targets and other performance measures

See Goal and Target Worksheet (attached).

Strategies

What specific steps and strategies will you implement to meet your goal? Please include (a) policies and regulations, (b) services and facilities, and (c) marketing and incentives.

The City of Shoreline will continue their TDM strategies through 2019 as outlined in the city's Commute Trip Reduction Plan (CTR), adopted on August 25, 2008. These strategies have proven to be effective in the reduction of drive alone trips and vehicle miles traveled into and out of the city. We will focus our energy on strategies that include elements such as:

- ◆ Employer Outreach to CTR employers to provide assistance in the development of TDM programs and promotions that encourage HOV and non-motorized commute modes and to provide personal assistance for employees.
- ◆ Provide turn-key promotions to employers for various local and regional trip reduction campaigns such as: Wheel Options, Bike-To-Work Day.
- ◆ Encourage employers to offer employees commute benefits such as: transit pass discounts, carpool or vanpool subsidies, preferential parking, pre-tax, flexible work schedules and teleworking as an option to making a commute trip.
- ◆ Continue to require CTR affected employers to offer comprehensive commute options benefits to their employees designate employee transportation coordinators, distribute information on commute options regularly to employees; and, submit regular program reports and conduct biennial survey's as required.
- ◆ Encourage Shoreline CTR employers to attend the biannual network meeting for information sharing, increase ETC knowledge, training and growth in providing strong TDM programs for their employees.

Comprehensive planning & community goals

Governor's Executive Order 14-04 Washington Carbon Reduction and Clean Energy Action directs state agencies to assist local governments to update their comprehensive plans to produce travel and land-use patterns that maximize efficiency in movement of goods and people, and reduce greenhouse gas emissions.

How does trip reduction support the goals of your community and comprehensive plan, and vice versa? How will you further integrate trip reduction through the updating of your comprehensive plan (e.g., parking, land use)?

In 2016, the City of Shoreline plans to develop a Transit Service Integration Plan (TSIP). Through development of the TSIP, the City will identify policies addressing future transit needs throughout Shoreline **once light rail service begins (2023) and as the city's population and employment base grow**. This process will identify service levels and areas the City wants to see served when future service changes are implemented. This will be a coordinated process with Metro, Community Transit and Sound Transit that looks at their current policies for service distribution and redistribution of service hours in conjunction with commencement of light rail service.

The City of Shoreline has begun a study to analyze and ultimately to determine the future design of the 145th Street/SR 523 corridor. The corridor study will include development of a master plan for improving pedestrian and bicycle mobility, safety and operations and transit speed and reliability. The corridor study will take one year, concluding in December 2015. Upon completion of the study, the City of Shoreline will proceed with design, right-of-way acquisition and construction, contingent upon available funding.

In 2016, the City will implement the majority of the its adopted Bicycle System Plan through the installation of bicycle lanes, sharrows and route signage. Wayfinding signage that helps guide nonmotorized travelers to destinations throughout Shoreline and in neighboring jurisdictions will accompany the installation of facilities. Implementation will include the design of facilities, procurement of materials, construction and project management.

The City will use CTR survey results from affected worksites as a measurement tool to determine progress in meeting the identified goals.

Land use and transportation conditions

How do existing and future anticipated land-use and transportation conditions affect CTR worksites?

The *City of Shoreline Comprehensive Plan (2012)* is built on framework goals originally developed in 1996–1998 and updated in 2008–2009. In both cases, an extensive public process was used to reach out to the citizens of Shoreline. The goals speak to a city of neighborhoods, with diverse and affordable housing, a variety of transportation options, a business-friendly environment that expands jobs and the tax base, and protection of the environment.

The land use element includes the following goals:

- “Establish land use patterns that promote walking, biking, and using transit”
- Achieve “two light-rail stations in Shoreline”
- Connect “all areas of the city to high-capacity transit”

Financial plan

What are the anticipated funding sources and amounts for local trip reduction, including grants and local funding?

NA

GTEC report (if your jurisdiction has a designated GTEC)

Are you continuing to implement?

Optional: Describe the (a) strategies, (b) land use and transportation conditions, (c) population and employment demographics, and (d) financial plan, and how they differ from those in the CTR plan.

NA

What specific policy, service changes and land-use steps will be accomplished during this period for the GTEC area?

NA

Regional transportation planning organization CTR plan review

- Recommended
- Not recommended

RTPO comments: